



SECTION A-A

TYPICAL DRIVE APPROACH CONNECTING
TO EXISTING CONCRETE STREETS WITH
CURB AND GUTTER

NTS

NOTES:

- (1) FOR ANY APPROACH CONNECTING TO AN EXISTING STREET IT IS PREFERRED TO HORIZONTALLY SAW CUT THE CURB. THEN THE DRIVE MAY BE DOWELED INTO THE BACK OF THE GUTTER/SLAB. OTHERWISE, THE ABOVE METHOD WILL BE USED.
- (2) THE SLOPE OF THE DRIVE WHERE SIDEWALKS CROSS SHALL BE A MAXIMUM 2% . SIDEWALK SHALL BE CONNECTED TO DRIVE WITH #4 BARS ON 18" CENTERS.
- (3) REMOVE ANY EXISTING SIDEWALK AT NEAREST JOINT AND CONNECT REPLACED SECTION TO DRIVE WITH 3-#4 SMOOTH DOWELS WITH 1/2" PREMOLDED EXPANSION MATERIAL.
- (4)

SLOPE (MAX)	SLAB THICKNESS
RESIDENTIAL 6%	5"
ALL OTHERS 3%	6"

(ALSO SEE THE STREETS CHAPTER, SECTION 3.07.A, TABLE 1 FOR OTHER SPECIFIC CRITERIA)
- (5) ALL CONNECTIONS TO STATE RIGHT-OF-WAY SHALL USE TXDOT DETAILS.

REVISIONS			
REVISIONS			
CITY OF ARLINGTON, TEXAS			
PROJECT NUMBER PROJECT NAME (PROJECT LIMITS)			
DATE:	SCALE:	SHEET:	OF
DESIGNED BY:	DRAWN BY:	CHECKED BY:	